Abstract

A device and a method for controlling an engine are described. On the basis of a first variable which characterizes the injection quantity and a second variable which characterizes the angular position at which the injection quantity is metered, a third variable which characterizes the torque supplied by the engine is determined. Furthermore, on the basis of a fourth variable which characterizes the driver's intent, a fifth variable which characterizes the torque desired by the driver is determined. The third variable and the fifth variable are analyzed for the purpose of fault monitoring.

(Figure 2)